



Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

DAINTY RIMLESS GLASSES
Will Please Lady
AND IMPROVE HER
EYESIGHT AND APPEARANCE
N. LAZARUS,
Optician,
19, Queen's Road C. 71

No. 18,860. 第十六百八千九萬一第 日八初月正年戌壬 HONGKONG, SATURDAY, FEBRUARY 4th, 1932. 六拜禮 號四月二年一拾國民華中 PRICE: \$3 PER MONTH

INTIMATION CHAMPAGNES

	Quarts	Pints	Duty paid
Fommery & Greno	\$94	\$97	"
Veuve Clicquot	94	97	"
Bollinger	92	95	"
Piper Heidsieck	90	93	"
Geo. Goulet	80	83	"
Delbeck	44	46	"

CALDBECK,
MACGREGOR
& CO., LTD.

15, QUEEN'S ROAD CENTRAL.

Tel. No. 75

CARTRIDGES!

NEWLY ARRIVED.

A large consignment of ELEY'S SPORTING CARTRIDGES, 12, 16 and 20 bore, loaded with the Sportsman's favourite powders—E. C. and SMOKE-LESS DIAMOND.

THE HONGKONG SPORTING ARMS & AMMUNITION STORE,
Nos. 5-6, Rossomfield Arcade

A LING & CO.,
19, Queen's Road Central,
HONGKONG.

FURNITURE AND PHOTO GOODS STORE

Glass Etching, Sign-Board and Mirror Makers.
Custom Made in Various Shades.
Photographic Goods of Every Description in Stock.
Developing, Printing and Enlarging Undertaken.
Tel. 1219.

FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road

PEAK TRAMWAY CO. LIMITED.

TIME-TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m. every 15 minutes.	
8.00 " 9.30 " " 10 " "	
9.30 " 11.00 " " 15 " "	
11.30 " 12.30 p.m. " 15 " "	
12.30 p.m. to 2.30 p.m. " 10 " "	
2.30 " 4.00 " " 15 " "	
4.00 " 8.10 " " 10 " "	
NIGHT CARS.	
8.50 p.m. to 9.00 p.m. every 30 minutes.	
9.50 p.m. to 11.50 p.m. every 30 minutes.	
11.45 p.m.	
SATURDAY.	
Extra Car—12 midnight.	
SUNDAYS.	
7.30 a.m. to 7.45 a.m.	
8.00 a.m. to 9.30 a.m. every 15 minutes.	
9.30 " 11.00 " " 10 " "	
11.30 " 12.00 noon " 15 " "	
12.00 noon to 1.00 p.m. " 10 " "	
1.00 p.m. to 4.00 " " 15 " "	
4.00 " 8.10 " " 10 " "	
NIGHT CARS.	
As on Week Days.	

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No season ticket will be issued until payment thereof has been made in Bank Notes or Cheques or Compro Order represent Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 18th, 1931, until further Notice (All previous Time Tables cancelled).

DOWN TRAINS																
Stations	No. 14	No. 12	No. 8	No. 7	No. 6	No. 5	No. 4	No. 3	No. 2	No. 1	No. 10	No. 9	No. 8	No. 7	No. 6	No. 5
	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
CANTON (The Star Line)	dep.															
SHEN LUO	dep.															
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THE STRIKE SITUATION.

A STEAMER LEAVES WITH HER OLD CANTONESE CREW.

Now that the Seamen's Union has been put out of business by Government proclamation, in consequence of its policy of bringing all workers connected in any way with shipping into the strike, it is expected that the field will be open to some extent to individual bargaining between employers and employed. There are still a good many seamen left in Hongkong: when the raid of the Union offices took place a few nights ago many railway tickets were sequestered and some of the men who would otherwise have used them have remained in the Colony.

Supported by the knowledge that the Government is not only willing but anxious to protect workers from molestation, some of these workers will doubtless be ready to return to work, and Chinese intermediaries are busy themselves to secure that end. Already one steamer, the *Ichihara* (Blue Funnel Line), has been able to leave for Europe with her old Cantonese crew. Representatives of shipping companies are naturally reticent about similar movements in their firms, but it may be taken for granted that as they say in political circles, "all possible avenues are being explored," and it is generally expected, a drift of disillusioned seamen sets in from Canton, the prodigals will be received and, though they can scarcely expect to be feasted, they will be set to work.

But they must not wait too long or they will find that all the plums of their profession have fallen to others. As a shipping man remarked, yesterday, Lascares can be got pretty readily and if the shipping companies liked to follow the example of the men and take a high hand they could very quickly engage a few thousand Lascares and man all the principal ships, leaving the Cantonese only the local services which cannot be conveniently worked by foreign labour and whose suspension affects the Chinese themselves more than anyone else.

THE INTERRUPTION OF TRADE.

Commercially the tidal wave set in motion by this strike will still be travelling round the world, long after the matters at issue have been decided. Goods paid for by importers in Hongkong are being dumped at Shanghai or Singapore; the firms for whom they are intended have already sold them, and the retailer very often wants them for this winter's trade. Instead of reaching the consumer, the goods will have to go into stock until next season, so that, nine months or a year from now, orders will be held back because of accumulations due to the present strike. Meanwhile re-insurances are being effected, extra loading and unloading charges, and all sorts of unnecessary expenses are being incurred. Seamen have lost their thousands of dollars in the last few weeks, but commerce has lost its hundreds of thousands.

ALONG THE PRAYA.

Yesterday there was "a certain liveliness" along the Praya: a fair number of coolies were to be seen unloading junks but apparently they were the employees of private firms and not members of the Cargo Coolies' Guild. These large concerns which usually have dealings with members of the Guild still found it impossible to get coolies. The same state of affairs applied with regard to the coal coolies. Firms which were able to command the necessary labour could remove goods from the large godowns, otherwise the *status quo* was maintained.

The Hon. Mr. Hallifax, Secretary for Chinese Affairs, seen last night, said that some coal coolies had worked during the day, but that there had not been a general resumption. He hoped that a number of volunteer stovedores would be working to-day.

Mr. Hallifax had heard the rumour that was very widespread in the Colony in the late afternoon that a reply had been received from the strikers at Canton (the rumour added that the message was tantamount to a settlement). Mr. Hallifax, however, said that he had still received no word from Canton. It was a week ago last night that the ship-owners' committee decided to reply to the strikers renewing the offer to meet them with a view to arbitration.

SEAMEN'S UNION RULES OF MEMBERSHIP.

A copy of the membership book issued by the Chinese Seamen's Union has come into our hands. It is in the usual form of such documents but one or two of the "Regulations" may be worth quoting.

Regulation 1 says:—

The object of the Union shall be strengthening of fellowship, promotion of common interests, amelioration of personal conditions, and increase of commercial knowledge.

Regulation 5 says:—

Members shall love and help one another, obey the local laws and avoid all misdemeanours. If proved to be lawless and disloyal to the Union, one will be deprived of all rights as a member of the Union.

Regulation 8 says:—

All members shall have self-respect and mutual help. It is a matter of immorality to be jealous of one another or to be willing to lower the wages in order to secure work at the expense of fellow workers. Against such offence the Union will employ the severest penalty.

Other regulations provide for an annual subscription of \$1.70. Life membership can be acquired for \$35. The privileges of membership are not definitely indicated except in Regulation 14 which says that a member's family may receive \$25 from the Union on his death and he will also be "honoured by the attendance of his fellow members at his funeral." Members "disabled or wrecked" are excused payment of subscriptions.

FOOD SUPPLIES

Enquires at the Wing On Company and the Sincere Company yesterday afternoon produced very reassuring replies from the provision departments in both these firms. There is no shortage of food supplies and there has been no increase in prices in the provision line since the commencement of the strike. The Wing On Company's godown at West Point contains sufficient supplies to last their regular customers for at least six months. They contemplate no difficulty in transporting the goods from the godown to the counter. The coolies engaged in this work had not been interfered with in any way. A sampan woman engaged to take provision to the firm's Yaumatei branch had been warned a few days ago by strike pickets to the effect that future consignments would not be allowed to land on the Kowloon side. This difficulty had been surmounted by sending the stores by the Yaumatei ferry. The firm had experienced a shortage of a few minor commodities. These were of little importance, and there would be no difficulty in obtaining such articles from the compradore's shops. In this connection there had been a slight increase in prices but the retail price asked by the Wing On Company for these minor commodities was the same at which the firm purchased them from the compradore when necessary.

In amplifying his remark as to there being no necessity to increase the prices of food supplies the gentleman in charge of the provision department of the Wing On Company said there was an inclination to prohibit in certain quarters of the Colony. He hoped that the Government would step in and control the food prices.

SUPPLIES BY RAIL.

The amount of stores—vegetables, poultry, eggs, etc.—brought into the Colony yesterday by rail was extremely small. A few piculs of vegetables and several baskets of eggs comprised the day's goods supply. There are hopes of a resumption of goods traffic to-day and last night the welcome news came through from Canton that several truckloads of firewood were already on the way.

Work in the Kowloon Goods yards was at a standstill and several trucks of vegetables have been awaiting removal for two days. A lighter load of these vegetables was purchased by the Naval authorities; this comprised the total carried by water.

During the evening two or three junks tied up alongside the railway's goods yard and the occupants stated that they were prepared to load up in the morning if there were sufficient stores to work on.

There was abnormal passenger traffic yesterday. Another 300 sailors were despatched to Canton. As the Seamen's Union has now been declared an illegal society the Railway authorities have slightly altered their system of issuing tickets. The seamen now have to purchase tickets in the ordinary way, but for the purpose of checking the exodus of seamen a distinctive ticket has been issued.

DOCK WORKER KILLED.

A plater employed at Taikoo Dock and working on the *Heckman*, at No. 2 slipway in the Dockyard, was attacked on Thursday night. He received three wounds in the head and died soon afterwards at the Government Civil Hospital. It is stated that the attack had no apparent connection with the strike as the man's duties did not bring him into conflict with the strikers in any way. It is thought that the affair may have been the outcome of a personal feud.

CARGO FOR HONGKONG.

The attention of consignees of cargo is directed to the announcements made by shipping companies in our advertisement columns.

LETTER FROM A RELUCTANT STRIKER.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—I will thank you very much to insert the following in your valuable paper:

It would not be a bad idea for the Shipping Companies to ask or apply to the Government for help and to supply them with Army and Naval men to load and discharge cargoes from their ships whilst the Coolies' and Seamen's strikes are on, the Shipping Companies to compensate the men with pay for their help and trouble. I think this would be doing some good in breaking the strikes.

A law should be made that all labour or any other Guilds should be made to pay an annual register fee of say, about \$10,000 to \$20,000, and all the heads and officials of these Guilds to pay an annual register fee of \$3,000 each; otherwise the Guilds should be prohibited and abolished and the officials banished and be severely punished if found in the Colony before the expiration of the term of banishment. I think this would stop strikes and the cargo boat and junk and launch masters and crews should have their tickets suspended and be fined heavily for going on strike.

These Guild officials are a bad lot; they are the real instigators of the strikes and it is through them and their intimidation that the other guilds have gone on strike. The night soil coolies will be going on strike next through the intimidations of these officials so that the strike will cause a great deal of trouble and nuisance in Hongkong. The night soil coolies and other labourers have been threatened by the officials of the Seamen's Guild that if they do not strike in sympathy with them they will be tortured, severely ill-treated and killed. The officials do not suffer, it is we poor labourers that will suffer. These officials are nothing but a bad grabbing lot of rascals and they should be severely punished. What do we poor labourers get for going on strike? Only a paltry sum of 40 to 50 cents per day, and some of us get nothing. No provision is made for our wives and families; we have to pay high house rent and high prices for food out of the above small amount allotted to us to keep up the strike, whilst the heads and officials are enjoying themselves at the West Point prostitutes' establishments and giving big dinners with the money which we poor labourers are paying for the upkeep of the Guilds and officials. I know, for the truth, that when your reporters go to the heads and officials for information they are told a pack of lies and fabrications; and the Seamen's "Bulletin" is also a pack of lies and fabrications. There are 70 per cent. of our Seamen and Coolie labourers very much up against the strike; and all are willing to come back to work; but we are threatened that if we were to break the strike we should be ill-treated and killed. Something should be done, and the authorities that are affected by the strike should approach the Government to see what can be done. What with the high house-rents and high prices for food and other commodities something should be done to control food prices and house-rents; otherwise we poor hand-to-mouth working people and labourers will not be able to live or work in Hongkong. There will always be trouble and strike after strike. I say, again, something should be done about the food prices and house-rents. The real reason of the strike is caused by the exorbitant prices for all commodities and high house-rents. Thanking you in anticipation for your kindness for inserting the above in your valuable paper.—Yours faithfully,

A MEMBER OF THE SEAMEN'S GUILDS.

January 31st, 1922.
P.S.—I have omitted my name and address, fearing trouble and bodily harm from the officials of the Guilds.

MOTOR-CAR ACCIDENT.

What might have been a serious motor-car accident occurred yesterday afternoon. It appears that a motor lorry, closely followed by a motor car, No. 232, belonging to the Nanyang Tobacco Company, were proceeding along the Praya from West to East. At Blake Pier the lorry, which belonged to the Hongkong Hotel Company, turned up Redder Street, and to avoid running into the back of the lorry, the Chinese driver of the motor car applied the brakes suddenly, with the result that the car skidded and swerved, eventually colliding with the Duke of Connaught monument opposite Blake Pier.

The driver was very slightly injured, his right eye being cut with a piece of glass from the screen which was smashed by the impact. A little Chinese boy, riding with the driver, was thrown against the screen and received a nasty abrasion on the right cheek.

The car was considerably damaged, the whole body having been moved out of position on the chassis, whilst the guard in front of the car and the left-hand wheel were buckled.

THE ANNUAL TENNIS TOURNAMENT.

The annual tennis tournament is to be opened on Wednesday, March 1st, on the Hongkong Cricket Club ground. The usual annual competitions have been arranged, which include the Men's Championship—Singles and Doubles; the Club Championship and several handicap matches.

Last year's winners of the two principal events were:—
Open Singles Championship—Mr. Ng Sze Kwong.
Open Doubles Championship—Messrs. R. and H. Hancock.

SPORT.

FOOTBALL.

The following matches have been arranged for to-day:—

HONGKONG SHIELD COMPETITION—1st ROUND RE-PLAY.

H.M.S. *Ambrose* v. South China, South China ground, at 4 p.m. Referee: Mr. Newton.

HONGKONG LEAGUE.

Division I. Kick-off 4.15 p.m.
Hongkong Club v. R.G.A. Club ground. Referee: Mr. Smith.

H.M.S. *Tamar* v. H.M.S. *Curlew*, Navy "B" ground. Referee: Mr. Williams.

Kowloon v. The King's Regt., Kowloon ground. Happy Valley. Referee: Mr. Collins.

Division II. Kick-off 2.45 p.m.
United v. R.G.A. Reserves, Club ground. Referee: Mr. Bolton.

St. Joseph's v. Hongkong Club Reserves, St. Joseph's ground. Referee: Mr. Sambella.

Kowloon Reserves v. University, Navy "B" ground. Referee: Mr. Pearce.

South China "A" v. *Curlew* Reserves, Navy "A" ground. Referee: Mr. Collins.

South China "B" v. Punjabis, South China ground. Referee: Mr. Drayton.

The replay in the Shield Competition between *Ambrose* and South China No. 1 team should produce good football. Last week these teams played a goalless draw, mainly owing to the good work of Coysh, the sailors' goalkeeper. Extra time will be played to-day if necessary to decide which team is to meet the Hongkong Police in the second round. Fancy goes with the Chinese who will have their old Captain, Cheung Wing Shing, out this week. In passing it is worth mentioning that the Police are taking a holiday from football as they have not appeared at the Valley this year.

In the League the game on the Club ground should be very fast and the Club will be all out to take the points. As prospective League champions they cannot afford to drop any more points, for the *Tamar* are drawing clear of them while the Club have yet some stiff matches to negotiate. The R.G.A. are going strong just now but they are too far down in the table to challenge the League leaders although they may yet put some of the teams out of their reckoning. A win for the soldiers to-day would not come as a surprise for they will be out to avenge their defeat of 1 to nil when these teams last met on the Club ground.

The game between the two Navy teams on the "B" ground will also have a bearing on the League championship and the *Curlew* will do the Club a favour if they check the *Tamar* to-day and take the points. Last week these teams met in a postponed fixture while the match to-day has been brought forward from March 4th to give the King's Regt. a game as the *Tamar* were down to meet Kowloon this week while the soldiers should meet South China who are engaged with the *Ambrose* in the Shield re-play. A win for the *Curlew* is expected.

The King's Regt. are visitors to the Kowloon ground at Happy Valley to-day and with the improved weather conditions should win through. Kowloon should give them a good game. Weyman is not expected out, being on the injured list.

In the Junior matches a great game should be seen on Navy "A" ground between *Curlew* 2nd and South China "A." On the Club ground, the United meet the R.G.A. 2nd and a fast game is expected.

The Club 2nd visit St. Joseph's ground to try conclusions with the College team who are due to meet the Club seniors next week in the second round of the Shield Competition.

University meet Kowloon 2nd on Navy "B" ground. The scholars won their previous match by 4 clear goals, a result which should be repeated to-day.

South China "B" should have an easy victory over the Punjabis on the South China ground.

KOWLOON v. UNIVERSITY.

The following will represent the University in the above League match to-day at 2.45 p.m., on Navy "B" ground, Happy Valley:—Messrs. Y. K. Wong; S. A. M. Sopher (capt.) and Syd Omar; D. Laine, H. S. Teh, and J. Guzman; D. K. Sam, T. L. Cheah, K. S. Cheah, M. Lee, C. C. Ting. Reserves: P. H. Lam and B. J. Aw.

KOWLOON F.C. v. KING'S REGT.

The following team will represent Kowloon F.C. v. The King's Regt. to-day, on the Kowloon ground, at 4.15 p.m.:—Woodman; Wheeler (capt.) and Oswick; Coupland, Murison and Jones; Morley, Mason, Pasco, Duncan and Combs. Reserves: Millard and Thompson.

CRICKET.

K.C.C. 1st XI. v. UNIVERSITY.

The following have been selected to represent Kowloon in this home league match to-day at 2.15 p.m.:—J. P. Robinson, B. D. Evans, C. J. Stapleton, E. L. Baga, Capt. E. G. Spinks, F. G. Thompson, C. Dance, J. Stalker, K. R. Macaskill, E. J. James and T. M. Cochrane.

K.O.C. 2nd XI. v. POLICE R.C.

The following have been selected to represent Kowloon in this match at Happy Valley to-day at 2.15 p.m.:—O. Brawn, F. E. Lawrence, L. J. Blackburn, F. G. Hemridge, E. F. Spinks, C. Russell, W. B. Haslett, F. Evelyn, E. J. Edwards, H. Overy and L. Jack.

An Exceptional Opportunity at

STOCKTAKING SALE OF MEN'S AND WOMEN'S WEAR—

The House for Quality

LANE, CRAWFORD & CO.

Never was an opportunity presented to the Hongkong Public before of acquiring such excellent garments at prices so low.

THE ENTIRE STOCK IS OFFERED AT SALE PRICES

SPECIAL VALUE IN SHOES, HOSIERY AND UNDERWEAR

LANE, CRAWFORD & CO.

SEERWOOD'S RYSTOLITE

THE IDEAL ENGLISH WHITE ENAMEL

Sold in quarts, 1 and 1 gallon tins

THE ENAMEL THAT WON'T TURN YELLOW

LANE, CRAWFORD & CO.

Tel. 1741.

HONGKONG

THE UPRIGHT PIANO WITH A GRAND PIANO TONE

BROADWOOD

NEW MODELS

JUST RECEIVED

ANDERSONS'

5 BEACONSFIELD ARCADE

(Opposite City Hall)

Wm. Powell

TELEPHONE 3146.

SALE! SALE!!

NOW ON

Owing to the removal of our Gentlemen's Tailoring and Outfitting Departments we are clearing the following goods and many others at a very low price.

BOOTS & SHOES (all sizes) 12.75	UNDERWEAR (Wool) 83.75
PIJAMAS 2.75	" (Cotton) 1.25
TUNIC SHIRTS 1.75	WAISTCOATS (Winter) 4.75
FLANNEL 3.75	COLLARS (Soft) 25c
GOLF HOSE 2.75	FELT HATS 83.75
TIES 1.00	GLOVES 1.00

25% DISCOUNT ON TRUNKS & BAGS
SUITINGS and OVERCOATINGS at 1/2 PRICE

NEW ADVERTISEMENTS

ROYAL HONGKONG YACHT CLUB

THE EXTRAORDINARY GENERAL MEETING announced to be held on SATURDAY February 4th at the Club House, North Point, has been postponed until SATURDAY February 18th at the same time and place.

A. G. LAMPLUGH,
Hon. Secretary.

HONGKONG CRI KET CLUB

ANNUAL TENNIS TOURNAMENT.

ENTRY forms may now be obtained on application at the Pavilion. Entries close on WEDNESDAY, 15th February.

NOTICE

WE HEREBY NOTIFY that Mr. ERNEST W. BLACKMORE, M.A., Civil Engineer, has taken over the management of the Hongkong branch of our firm, will sign per pro. from date and will be succeeded by Mr. Ugo GORRELL.

ETABLISSEMENTS BROSSARD
MORIN.
Architects and Civil Engineers,
Hongkong.

THE COMPANIES ORDINANCES

1911-1921.

THE MATTER OF THE FIGUERA STEAMSHIP COMPANY LIMITED IN VOLUNTARY LIQUIDATION.
Pursuant to section 181 of the Companies Ordinance 1911 Notice is hereby given that a Meeting of the Creditors of the above named Company will be held at Queen's Building Hongkong, at 11 o'clock in the forenoon on the 10th February 1922, for the purpose in that section prescribed.

Dated this 2nd day of February, 1922.
THOMSON & CO.
Liquidators.

THE VICTORIA CAFE LTD.

(IN LIQUIDATION).

NOTICE OF INTENDED DIVIDEND

A first and final Dividend is intended to be declared in the above matter after the expiration of the month from the 4th day of February, 1922.

Creditors who have not proved their debts or claims on or before the 4th of March will be excluded from the benefit of the dividend proposed to be paid.

Dated this 2nd day of February, 1922.
H. PERCY SMITH,
Liquidator.

BRITISH INDIA STEAM NAVIGATION COMPANY.

CONSIGNEES of Cargo for Hongkong per "TORILLA" are hereby notified that owing to the strike of Cargo and Wharf Coolies cargo for Hongkong will be carried on to Singapore and loaded at that port. Consignees are therefore recommended to make the necessary arrangements respecting insurance etc. accordingly.

The cargo will be returned to Hongkong immediately conditions at this port become settled.

MACKINNON MACKENZIE & CO.
Agents.

Hongkong, 3rd February, 1922.

THE BEN LINE STEAMERS, LTD.

S/S "BENVOLICH" FROM ANTWERP.

"MIDLESBERO", LONDON & STRAITS.

CONSIGNEES of Cargo per the above-mentioned steamer are hereby notified that, owing to the strike of Cargo and Wharf Coolies the balance of cargo for Hongkong is being landed at Singapore and will be forwarded on as soon as conditions here permit.

Consignees are accordingly recommended to make the necessary arrangements as regards insurance etc.

GIBB, LIVINGSTON & CO., LTD.
Agents.

Hongkong, 3rd February, 1922.

EAST-ATLANTIC CO. LTD.

COPENHAGEN.

CONSIGNEES of Cargo for Hongkong per M.S. "AFRICA" are hereby notified that only part cargo has been landed here, and that owing to the strike of Cargo and Wharf Coolies the balance of cargo for Hongkong will be carried on to Singapore and will be forwarded on as soon as conditions here permit.

Consignees are accordingly recommended to make the necessary arrangements as regards insurance etc.

MANNERS & BACKHOUSE, LTD.
Agents.

Hongkong, 3rd February, 1922.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 6th day of February, 1922, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of CROWN LAND on new road from Gap Road to Bowen Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No. 1024.

Location: New Road from Gap Road to Bowen Road.

Boundary Measurements: 100 ft. x 100 ft. x 100 ft. x 100 ft.

Contents: 100 sq. ft. x 100 sq. ft. x 100 sq. ft. x 100 sq. ft.

Annual Rent: 100/-

As per sale plan.

Agents: MACKINNON MACKENZIE & CO.

Hongkong, 31st January, 1922.

INTIMATIONS

ST. STEPHEN'S COLLEGE.

(Corner Western St. and Bowen Rd.)

THE COLLEGE OPENS AND EXAMINATION OF NEW STUDENTS.

MONDAY, February 6th at 9 A.M.
For Terms, Fees, and Boarders.
Apply: The Warden,
ST. STEPHEN'S COLLEGE.

NOTICE

WE have from this day removed our Offices to No. 2, Queen's Road Central (Top floor, Messrs. Anderson Meyer & Co.)
N. MODY & CO.
Hongkong, 1st February, 1922.

NOTICE

M. C. HONEY having resigned ceases to sign on behalf of this Company from date.
THE UNION TRADING CO. LTD.
Hongkong, 1st February, 1922.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 18th day of February, 1922, at Noon, for the purpose of receiving the Report of the Directors together with a statement of accounts for the year ending 31st December, 1921.

AND NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the SHAREHOLDERS of the HONGKONG & SHANGHAI BANKING CORPORATION will be held on the day and at the place aforesaid immediately upon the termination of the Ordinary Yearly Meeting for the purpose of considering a dividend of 10% on the paid-up capital of the Corporation.

That the Directors of the Hongkong & Shanghai Banking Corporation do hereby request and authorize by and on behalf of the Shareholders of the Corporation to take the steps necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong and for the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council, to effect the amendments necessary to the Ordinances under which the Corporation is incorporated and carrying on business so as to allow of the ordinary note issue of the Corporation being increased to \$20,000,000 (being the amount of the present paid-up capital of the Corporation) and to modify the existing requirements in regard to the deposit of security in respect of its note issues in such manner as:

(a) to relieve the Corporation from the necessity of keeping with the Crown Agents or with Trustees appointed by the Secretary of State coin or bullion as security against any part of the ordinary note issue and to give the Corporation the option of securing such portion of the same as is required to be secured by the deposit (at the option of the Corporation) either of coin or of securities approved by the Secretary of State.

(b) to relieve the Corporation of the obligation to keep in each of its establishments an amount of coin or bullion equal in value to 1/3rd of at least of the notes issued from such establishment and actually in circulation and to leave such matter to the discretion of the Corporation.

(c) to allow the Corporation to keep portions of the coin or bullion required to be deposited with the Colonial Treasurer and the Colonial Treasury as security against its note issue (in the issue of \$20,000,000) in places outside the Colony where its notes are issued to such amounts and subject to such conditions as may be approved from time to time by the Governor.

By Order of the Court of Directors,
A. H. STEPHEN,
Chief Manager.

Hongkong, 24th January, 1922.

NOTICE TO CONSIGNEES

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of cargo for Hongkong per M.S. "ARMAND BEHIC" are hereby notified that owing to the strike of Cargo and Wharf Coolies cargo for Hongkong will be carried on to Singapore and will be forwarded on as soon as conditions here permit.

Consignees are accordingly recommended to make the necessary arrangements as regards insurance etc.

R. ROUENFUSSE,
Acting Agent.

Hongkong, 2nd February, 1922.

NOTICE TO CONSIGNEES

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

CONSIGNEES of Cargo for Hongkong per M.S. "JEYPORE" are hereby notified that owing to the strike of Cargo and Wharf Coolies cargo for Hongkong will be carried on to Singapore and will be forwarded on as soon as conditions here permit.

Consignees are accordingly recommended to make the necessary arrangements as regards insurance etc.

MACKINNON MACKENZIE & CO.
Agents.

Hongkong, 1st February, 1922.

NOTICE TO CONSIGNEES

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

CONSIGNEES of Cargo for Hongkong per M.S. "KAH-GAR" are hereby notified that owing to the strike of Cargo and Wharf Coolies cargo for Hongkong will be carried on to Singapore and will be forwarded on as soon as conditions here permit.

Consignees are accordingly recommended to make the necessary arrangements as regards insurance etc.

MACKINNON MACKENZIE & CO.
Agents.

Hongkong, 31st January, 1922.

INTIMATIONS

ST. DAVID'S DAY.

IT is proposed that St. David's Day should be celebrated by a Dinner at which Captain Evans and his wife, supported by Mr. W. R. DAVIES, M.A., will preside. Will all Welshmen in the Colony, kindly communicate with the undersigned as soon as possible so that the necessary arrangements may be considered?

D. J. LEWIS,
Messrs. Johnson, Stokes & Master,
Prince's Building.
Hongkong, 31st January, 1922.

HUMPHREYS ESTATE AND FINANCE COMPANY LIMITED.

NOTICE IS HEREBY GIVEN THAT THE ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS in this Company will be held at the Hongkong Hotel, Hongkong, on SATURDAY, the 4th February, 1922, at 1.30 p.m. for the purpose of receiving the Report of the Directors together with a statement of accounts for the year ending 31st December 1921.

THE TRANSFER BOOKS of the Company will be closed from the 24th January to the 6th February (both days inclusive), during which period no Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 15th January, 1922.

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND SECOND ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Union Building, on THURSDAY, February 16th, 1922, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from January 14th to February 7th, 1922, both days inclusive.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.

Hongkong, 14th January, 1922.

THE KOWLOON LAND & BUILDING COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY-THIRD ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Offices Victoria Buildings on FRIDAY 10th February 1922, at 12 o'clock noon for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December 1921.

The REGISTER OF SHARES of the Company will be CLOSED from WEDNESDAY, 1st February to FRIDAY, 10th February, both days inclusive, during which period no transfer of shares can be Registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.

The Hongkong Land Investment & Agency Co., Ltd.
General Agents for
The Kowloon Land & Building Co., Ltd.

Hongkong, 23rd January, 1922.

THE GREEN ISLAND CEMENT CO., LTD.

THE THIRTY-THIRD ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS in the Company will be held at the Office of the Company, George's Buildings, Chater Road, Victoria, Hongkong, on THURSDAY the 16th day of February 1922 at 11 o'clock in the forenoon for the purpose of receiving a Statement of Accounts and Report of the Directors for the year ending 31st December 1921, and declaring a dividend.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY the 6th February 1922, until THURSDAY the 16th February 1922, both days inclusive.

By Order of the Board of Directors,
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 1st February, 1922.

THE HONGKONG ELECTRIC COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the Transfer Books of the above Company will be closed from 23rd January to 7th February 1922, both days inclusive.

Dated this 16th day of January, 1922.
By Order of the Board,
GIBB, LIVINGSTON & CO. LTD.
Agents.

Hongkong, 16th January, 1922.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for:
BOSCH, CE, GS, KM, LM, LN, LR, LT, LW, MA, MK, MZ, NB, NF, OG, PD, PF, PG, PO, A

TO LET.—On Peak for immediate occupation, TWO FURNISHED ROOMS with electric appliances, including board, suitable for married couple. Apply Box No. 17, c/o Daily Press Office.

WANTED.—Immediately an experienced and confidential British STENOGRAPHER. Apply Box No. 18, c/o Daily Press Office.

STRAVED from 23, Robinson Road.—A White Bull Terrier DOG with Collar, and name "MIMI" and above address engraved thereon. A reward will be given to the Finder. Apply to H. F. WATTS 29, Des Voeux Road Central.

TO LET.—Six Roomed House, Peak, 1st May. Apply Box No. 18, c/o Daily Press Office.

INTIMATION

CHAMPAGNE

de ST. MARCEAUX & CO.

REIMS.

Vintage 1911.

(Guaranteed)

The finest vintage wine since 1884.

Champagne de St. Marceaux & Co., Reims, is considered one of the finest Champagnes produced.

It invariably figures in the Menus at State Banquets, Civic functions, Regimental Dinners; and is served in all the leading Social and Sporting Clubs of Great Britain, Europe, America, India and the Colonies.

SOLE AGENTS:—

A. S. WATSON & CO. LTD.,

Wine & Spirit Merchants.

ESTABLISHED 81 YEARS.

TELEPHONE 616.

HONGKONG OFFICE: 104, DES VOUEX RD., C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 4TH, 1922.

THE AVIATION FIASCO IN CHINA.

THE area of Chinese territory is given as 4,378,000 square miles, and China at the present time has little more than seven thousand miles of railway. Few countries, therefore, offer a better opportunity than China for the development of the use of air craft as mail carriers or for any other purpose.

The General Staff of the Chinese army first became interested in aviation in 1910—the year before the Revolution, but it was not until three years later that a flying school was inaugurated in China. This was at Nanyuan, in the North. It was equipped with twelve Caudron biplanes and the necessary repair shops; and staffed with two French and two Chinese instructors and two French mechanics. By the end of 1918 about one hundred pilots had obtained certificates, and fourteen had passed a special military test consisting of a cross-country flight of approximately 400 kilometres.

In 1918 a "Scaplane" school was founded at Fochow, near the dockyard, under the direction of an Admiral and several returned students from America. In 1918 the Chinese Government made contracts with the famous British aeronautical firms of VICKERS and HANDLEY-PAGE, for the delivery of about 150 training and commercial aeroplanes, and for the provision of the necessary ground staff to erect and supervise the machines and to train the pilots. A distinguished officer was lent by the British Air Ministry to the Aeronautical Department of China for two years as Technical Adviser. Civil aviation came to be recognised as of greater importance in China than military aviation. Very promising progress was made. In the Spring of last year sanction was given for a Government Commercial Air Line from Peking to Shanghai, and it was anticipated that at least one other line would have been inaugurated by the

Autumn. China signed the Air Convention of the Treaty of Paris and adopted regulations to bring it into force. The Aeronautical Department concentrated its energies upon the development of commercial aviation. Difficulties suddenly arose. The Governor of Chihli objected to the laying out of an aerodrome at Tientsin, and the opening of the commercial air line from Peking to Shanghai had to be indefinitely postponed in consequence. Arrangements for the opening of other lines also appear to have come to a standstill, and towards the end of the year we had the news that the whole scheme of aerial mail services in China had been abandoned "owing to lack of funds," and that the principal Chinese officers of the Aeronautical Department had resigned in disgust at the lack of Government support and interest.

We hear so little of the aerial mail and commercial services in other countries that many in this part of the world must have come to wonder whether they still carry on. There has just come to hand a report of the Aerial Mail Service in the United States for the period from July 1st to September 30th, 1921. A few facts gathered from it will give some idea of the use which is being made of the aeroplane in the United States. The Report shows a percentage of performance of 93, which is described as the best record for one complete quarter since the service was established. The number of miles flown with mail in that quarter was 391,013, and the number of letters advanced was 10,014,280. In addition to the 391,013 miles flown with mail on regular schedule, the records show 94,892 miles of test flights and ferry trips, making a grand total of 485,905 miles flown in the three months. During the quarter there were 11 crashes. In two accidents the ships were completely destroyed. Of eleven cases of damage, eight occurred on the fields and three at points of forced landings. During the quarter there were no fatalities or injury to employees on regular mail trips but there was one fatality on a ferry trip. An exceptionally good record is being made on that portion of the Transcontinental route between Cleveland, Ohio, and Chicago, Illinois. The air distance is 333 miles. The last date on which a mail trip was defaulted was April 29th, 1921. There had thus been 24 weeks of 100 per cent. performance on this leg of the route. During those 24 weeks, the mails were flown 96,480 miles without default.

The British postal regulations show that regular air mail services are maintained between London and Paris, London and Brussels, London and Amsterdam, Rotterdam to Bremen, Hamburg and Copenhagen, and Toulouse to Casablanca. The British Government assisted the development of civil aviation last year by a grant of £20,000. Other countries in Europe are able to show similar development in this direction. Among Reuter's cables to-day is one announcing the formation of a Russo-German Air Navigation Company with a view to the establishment of a regular air service between Koenigsberg and Moscow by Russian Government aeroplanes. China has had a magnificent opportunity to show to the world progressive tendencies in a form that would be impressive, but, like so many other enterprises in the recent history of China, the result has been merely to prove once more the futility of putting any confidence in promises in China while the country is without sound and stable government.

News has reached Yokohama of the death at Portland, Oregon, of Mr. Henry B. Miller, former U.S. Consul-General in Yokohama. Mr. Miller was sixty-seven years of age.

A high official of the Philippines Bureau of Posts is being held by the Manila Secret Service in connection with the theft of 18 diamonds, valued at P30,000 which were recently stolen from the Post Office.

The R.I.M.S. Dufferin sailed from Karachi for Hongkong, via Singapore, on the 1st inst. with the 1/102 Grenadiers consisting of 11 British officers, 23 Native officers, 781 Indian troops and 48 followers.

The total foreign trade of the Philippine Islands for 1921 amounted to P407,007,793 as compared with P301,124,276 for 1920, showing a decrease of P105,883,483, according to figures obtained from the statistics division of the Bureau of Customs. The customs figures show the balance of trade for the year was unfavourable to the islands in the amount of P55,448,503, the total imports having amounted to P231,977,148 against total exports amounting to P176,528,645.

In spite of present labour conditions, it is hoped to hold the tea-dance next Thursday, February 9th, at the Helena May Institute, but, owing to increasing food prices, a charge of one dollar must be made, and not fifty cents as usual.

The total assessed valuation of the improvements and real estate property of the city of Manila amounts to P23,071,076, of which P193,604,468 represents the value of the improvements and P4,466,608 that of real estate property. The non-taxable property of the city, such as churches, schools and convents, is assessed at P80,000,000. According to the city treasurer, the total collections of the city during last year were P23,346,878.64.

European residents in China in the last year or two have become much interested in the Chinese game of "Sparrow"—called "Ma Chuk" in South China, and in Shanghai "Mah Jongg". The game, which is played with a set of 136 dominoes, seems to have become a craze among Europeans in Shanghai, and it is naturally spreading to Hongkong. We have received from Messrs. Kelly & Walsh, Ltd., a booklet on how to play the game. Mr. R. E. Lindsell, the author, says in an introductory note that the game has been played in China for centuries, but has only in the last few decades become the Chinese national card game. It is now played by high and low, rich and poor, by men, women and even children, one of the best players known to the writer being a small boy of seven. "Some 12 or 15 years ago," Mr. Lindsell says, "a very much emasculated and simplified form of Sparrow was introduced into England under the name of 'Coon Can,' but this had only a passing vogue. Nowadays the popularity of the game among Europeans in the Far East is increasing by leaps and bounds, and in the Northern Treaty Ports it is said to be almost ousting Bridge from the Clubs, while in the British Fleet on the China Station hardly a wardroom is complete without its Sparrow set. The game of Mah Jongg, however, as it is played by foreigners in Shanghai, differs in many respects from the genuine 'Sparrow.' It is the purpose of the writer to set out in the following pages, its true principles and generally accepted rules in the hope of guiding new adherents to a wonderful game and of giving some further enlightenment to those who are already versed in its elements."

CORRESPONDENCE.

AN ERRONEOUS REPORT.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR.—With reference to the report in your issue of 9th January, to the effect that Mr. C. E. Macfarlane, a former Hongkong man, had been murdered in North Borneo, we beg to advise that we have received the following telegram from the Government Secretary in Jesselton:—

"Straits papers quote report in Hongkong papers murder Macfarlane Manager Estate North Borneo. Stop. Report entirely without foundation. Macfarlane alive and well.—SECRETARY."

—We are, Dear Sir, Yours faithfully,
GIBB, LIVINGSTON & CO., LTD.,
Agents, British North Borneo Government.

Hongkong, February 3rd, 1922.

[We regret that we assisted in giving currency to this erroneous report. We are glad to publish the correction.—Ed.]

THE HAMBURG-AMERIKA LINE.

SERVICE TO FAR EAST TO BE RESUMED.

Arrangements have lately been concluded for the resumption of the service to the Far East by the Hamburg-Amerika Line. Negotiations have been proceeding for some time, as has been well-known in shipping circles, but we are now able to announce that the firm of Messrs. Arnold Bros. & Co., Ltd., have been appointed the agents for South China.

So far, three motor vessels have been allocated to the Far Eastern run, the *Havelland*, the *Munsterland*, and the *Eberland*. It is expected that there will be monthly sailings, in close connection with the sailings of the Norddeutscher Lloyd, Ellerman Line and Alfred Holt Line.

The run will be from Hamburg to Shanghai via Singapore and Hongkong. It is too early to say yet whether the itinerary will be extended to Japanese ports.

The first vessel of the service to reach Hongkong will be the *Havelland* and she is due about February 9th. She will be followed, roughly at monthly intervals, by the *Munsterland* and the *Eberland*. The vessels will have accommodation for 15 passengers—all one class—and the fare from Hamburg or Rotterdam to Hongkong will be £25; it does not follow, however, that the fare in the reverse direction will work out at an equivalent rate in dollars.

CABLES.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)

WASHINGTON CONFERENCE.

BRILLIANT RESULTS OF THE CLOSING STAGES.

WASHINGTON, February 3rd.

The brilliant results of the closing stages of the Conference have converted numerous sceptics in the Senate. Oppositionists are voicing some dissatisfaction at the limitation of fortification as affecting Guam, the Philippines and the Aleutians.

The *Washington Gazette's* correspondent wires regarding this that those who are still reserving commendation of the work of the Conference argue that the advantages are still with Japan. He is of opinion, however, that any magnificent gesture on the part of Japan, say in Siberia, or generous co-operation with China, would quickly revive the optimistic views generally held three months ago, but lately absent.

The *Morning Post* says that some of China's enthusiastic American supporters consider that the Shantung and supplementary settlements have given China everything. This view, however, is unlikely to be entirely endorsed by the Chinese, at least until the twenty-one demands discussion is concluded. The Chinese present their case in this matter on today's meeting of the Far Eastern Committee.

The restoration of Shantung and Weihaiwei has also provoked a query regarding Kwangchowwan whereon the *Daily Mail* quotes a statement by M. Sarraut, repeating M. Vivian's declaration of readiness to participate in collective restitution of Chinese territories subject to safeguarding private rights. M. Sarraut has explained that France is ready to proceed to examination with China to conditions regarding restoration of Kwangchowwan. The delegates hope to receive the final opinions of the Far Eastern Committee to-day in order to conclude all questions before the plenary session on February 4th. The Conference will then adjourn *sine die*.

SIR ERNEST SHACKLETON'S BURIAL PLACE.
AT THE GATE OF THE ANTARCTIC.
LONDON, February 3rd.
The *Daily Mail* learns that Lady Shackleton has decided that her husband's body shall be taken from Monte Video to South Georgia for interment, instead of being brought home as was originally proposed. Although Sir Ernest Shackleton left no definite instructions regarding his resting place, Lady Shackleton believes the explorer would have wished to be laid to rest at the gate of the Antarctic, the scene of his greatest exploit.

THE AFFRAY BETWEEN GERMAN AND FRENCH.
DEPOTS OF GERMAN ARMS SEIZED.
PARIS, February 3rd.
A message from Gleiwitz states that two Germans were killed in the affray with the French mentioned in a cable dated the 1st inst. Several arrests have been made. Hidden depots of arms were discovered including machine-guns, and mine-throwers. One of the wounded Frenchmen has died. The inter-Allied authorities are reported to have seized a wagon from Germany containing bombs.

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WAGES REDUCTION IN AMERICAN COTTON INDUSTRY.
BOSTON, February 3rd.
A reduction is announced of 20 per cent. in the wages of cotton operatives in New England.

ELECTING THE NEW POPE.

THE CONCLAVE AT ROME.

ROME, February 2nd.

The Conclave was inaugurated by fifty cardinals participating in a procession to the Vatican and attending Mass. Cardinal Marini is suffering from influenza and is unable to attend. Two American cardinals have still not arrived and will not be able to attend the first ballots.

DEATH OF PRINCE YAMAGATA.

Tokyo, February 1st.

The death is announcement of Prince Yamagata.

[The late Prince had been ill for some weeks preceding his death. His death, so shortly after that of Marquis Okuma, removes, we believe, the last remaining statesman who can claim to have played a distinguished part in the civil strife attending the Restoration. The late Prince was born in Choshu in 1838, being thus nearly 84 years of age at the time of his death. His career has been that of a distinguished soldier and statesman. He was Chief of Staff in 1877 of the Army of Subjugation commanded by the late H.I.H. Prince Arisugawa in the civil war, and in the war with China he was commander of the 1st Army until ill-health compelled him to return home. On the outbreak of the Russo-Japan war he succeeded Marquis Oyama as Chief of Staff. As a statesman he has occupied in the course of his long life various posts in the Government and in 1898-99 he went on a mission to Europe and America to study systems of local self-government and the constitution of civil corporations. He attended the Coronation of the Tsar Nicholas in 1896 and brought back the Yamagata-Lobanov Convention. He has on two occasions formed Ministries in Japan, and when the late Prince Ito in 1900 undertook the post of Resident General of Korea, Marshal Yamagata succeeded him as President of the Privy Council. Among the many honours which the late Prince enjoyed was that of honorary membership of the British Order of Merit. There are only four distinguished men on whom this honour has been conferred, the others being Admiral Count Togo, Marshal Foch, and Marshal Joffre.]

THE GENOA CONFERENCE.

FRENCH GOVERNMENT STILL HAS QUALMS.

Paris, February 3rd.

M. Poincaré has invited the Allied Governments to a preliminary consultation with a view to adopting a common line conduct as regards Genoa. The French Government's qualms regarding the outcome of a European conference is indicated semi-officially in the statement that M. Poincaré is dissatisfied with the vagueness of the wording of the Genoa programme. It declares that the passage "establishment of European peace on stable foundations" must not entail the modification of existing treaties, also the Upper Silesian settlement. The reparations problem cannot be re-opened. It concludes: "If France does not obtain payments or guarantees she will be constrained to reserve liberty of action."

THE ALLIED DEBTS FUNDING BILL.

U.S. GOVERNMENT'S OBJECTIONS TO CERTAIN PROVISIONS.

WASHINGTON, February 3rd.

The Government is objecting to the maximum duration and minimum interest on bonds under the Allied Debts Funding Bill mentioned in a cable of the 1st inst. Alternatively it suggests that the maximum should be fifty years and the minimum interest 4 per cent. It, however, does not insist on this.

THE FRENCH BLUEBEARD.

APPEAL REJECTED.

Paris, February 2nd.

The Court of Appeal has rejected Landru's appeal.

MINING DISASTER IN PENNSYLVANIA.

New York, February 2nd.

A serious mining disaster at Gates Pennsylvania. Nine were killed and 20 entombed and these are believed to have perished in the resulting explosion.

JAPAN'S TWENTY-ONE DEMANDS.

GROUP V. WITHDRAWAL.

WASHINGTON, February 3rd.

At a meeting of the Far Eastern Committee the Japanese delegation announced the withdrawal of Group V. of the Twenty-one Demands.

NEW DUTCH MILITIA.

BILL PASSED.

THE HAGUE, February 2nd.

The first chamber by 27 votes to 13 has passed the new militia law.

EARLIER CABLES.

RAILWAY STRIKE IN GERMANY.

NOT EXPECTED TO LAST LONG.

BERLIN, February 2nd.

A general strike of railwaymen, arising out of a wages dispute, has begun. It was preceded yesterday by a general exodus from Berlin when many thousands thronged the stations. Towns like Breslau and Frankfurt on the Oder are isolated. The situation in the South and South-West is much brighter. The engine-drivers at Munich have refused to come out. The Bavarian railways are almost normal, likewise most of those in Wurtemberg and Baden. It is not expected that the strike will last long. Little disposition towards violence is manifest. The canals are being utilised for food-stuffs, etc., and a staff of officials has been organised to drive and stock trains.

Although restricted to engine-drivers, guards, and train attendants, the strike has virtually tied up all passenger and goods traffic. To-day only two trains left Berlin. The police seized several million marks of strikers' funds lying at the banks. Two strike leaders were arrested. The city and suburban trains are not running.

NEW CRUISER FOR CHINA STATION.

H.M.S. "CAIRO" TO BE RELIEVED.

LONDON, February 2nd.

The cruiser *Cairo*, will shortly be relieved by the new light cruiser *Dionede*, which will be commissioned at Portsmouth in March.

The *Cairo* will then be transferred to the East Indies Station in place of the *Comus*.

RESIGNATION OF ITALIAN GOVERNMENT.

OPPOSITION TO ITS FOREIGN POLICY.

ROME, February 2nd.

The Cabinet has decided to resign. The resignation is due to loss of support in Parliament, owing to hostility to foreign policy and other causes like the alarm of the anti-Clericals at recent actions of the Catholic Ministers on the occasion of the Pope's death, opposition has been growing, culminating in the Social Democrats, numbering 143, joining the Opposition.

The crisis may affect the Genoa Conference. A section of the Press has been urging postponement to May on the ground that this will give time for all the countries to prepare the ground for discussion.

INFLUENZA EPIDEMIC IN AMERICA AND AUSTRIA.

New York, February 2nd.

812 cases of influenza and 186 of pneumonia have been officially reported in twenty-four hours.

There were 1,052 cases of influenza and twenty deaths yesterday, additional to Monday's list previously cabled.

ULSTER AND THE SOUTH.

A "SERIOUS SITUATION."

LONDON, February 2nd.

Hopes of the development of an entente between Ulster and the Southern Parliament have been somewhat dashed by an official announcement after an interview Mr. Collins and Sir James Craig at Dublin, lasting two and a half hours, that no further agreement had been reached, and that a most serious situation had arisen. It is understood that the difference is connected with the question of the revision of boundaries.

RUSSO-GERMAN AIR COMPANY.

PROJECTED SERVICE FROM KOENIGSBERG TO MOSCOW.

BERLIN, February 2nd.

A Russo-German air navigation company has been formed with a view to a regular air service from Koenigsberg to Moscow by Russian Government aeroplanes. The company consists of a combination of the German General Electricity Company, the Hamburg-America Line, and the Zeppelin Company with the Russian Government.

MEASURES TO CHECK ANTHRAX.

AN INTERNATIONAL COMMISSION.

LONDON, February 2nd.

The International Labour Office has appointed an anthrax commission composed of experts from South Africa, Australia, Belgium, France, Britain, Italy, India, Japan, Spain, and the United States to consider measures to check the spread of anthrax by infected wool hair.

COMPANY MEETING.

WINDING UP THE WEST POINT BUILDING CO., LTD.

An extraordinary general meeting of the West Point Building Co., Ltd., was held yesterday morning, at the offices of Messrs. Jardine, Matheson & Co., Ltd., the Hon. Sir Paul Chater, C.M.G., presiding. There were also present: the Hon. Mr. A. O. Lang, Mr. A. S. Gubbay, Mr. D. G. M. Bernard (Directors); Mr. M. S. Northcote (Secretary); Mr. D. V. Stevenson (Solicitor to the Company); and the following shareholders: Messrs. J. Bell-Irving, L. S. Greenhill, W. E. L. Shenton, E. J. Chapman, J. T. Bagram, and E. Smick.

The Secretary opened the meeting by reading the notice convening the meeting, which announced that the meeting was called for the purpose of considering and if thought fit passing as an Extraordinary Resolution the following resolution that is to say:—

"That the Company be wound up voluntarily."

And that on Saturday, the 18th day of February, 1921, at 11 o'clock in the forenoon a further extraordinary general meeting will be held at these Offices to receive a report of the proceedings at the first meeting above convened and to consider and if thought fit to confirm as a special resolution the resolution passed at such meeting.

Should the resolution be confirmed the further resolution will be proposed at the second meeting for the appointment of a liquidator for the purposes of such winding-up.

The Chairman then said: "As I stated at the last ordinary meeting of the shareholders, held on January 26th, 1922, the assets of the Company consist now entirely of cash, and it is now proposed to wind-up the Company voluntarily. It merely remains for me to put the motion, which you have just heard read by the Secretary, namely that the Company be wound up voluntarily, and I shall be obliged if some member will kindly second the proposal, after which the motion will be put to the meeting."

Mr. CHAPMAN seconded the proposal, which was carried unanimously.

The Chairman: "That is all the business before the meeting, Gentlemen. I thank you for your attendance. A further extraordinary general meeting of the Company will be held on February 18th for the purpose of confirming the special resolution passed by this meeting."

COMPANY REPORT.

HONGKONG TRAMWAY CO., LTD.

The report of the Directors reads as follows:—
The Directors submit herewith the audited Statement of Accounts for the year ended December 31st, 1921.
The gross profit for the year amounts to £67,191.2.7
From this must be deducted the loan interest 6,399.2.11
£60,791.19.6

To which should be added the amount brought forward from the last balance sheet, after allowing for the final dividend of £30,319.10s. 0d. and for Corporation Profit tax 7,568.14.4
£98,679.14.0

Making a balance of £129,000.14.0
Of this the interim dividend for 1921 of 1s. per share, paid Aug. 24th, 1921, absorbed £16,250.0.0
The Directors now recommend a final dividend for 1921 of 1s. 7d. per share. 25,729.3.4
41,979.3.4

Leaving to be carried forward £83,020.10.6
Both the balance sheet and the working and profit and loss account have been converted into sterling (with the exception of capital additions and depreciation taken at 2s. at the T.T. rate on December 31st, 1921, viz., 2s. 7d. The actual Hongkong receipts and working expenses in the local currency are as follows:—

1920.	1921.
£595,906 Traffic and miscellaneous receipts	£1,087,629
Power expenses, traffic expenses, maintenance and repairs, and 354,176 general expenses	461,501
£531,729 Working profit, Hongkong	£626,128

The retiring directors are Sir Robert Ho Tung and Hon. Sir C. P. Chater, who are eligible and offer themselves for re-election.
The Auditors, Messrs. Lowe, Bingham and Matthews, offer themselves for re-election.

A Melbourne correspondent to the *Times* sends an account of the proceedings of the Australian General Synod, which passed a "Determination" affirming the principle of complete autonomy for the Church of England in Australia as a National Church.

WARWICK COMEDY COMPANY.

"THE IMPORTANCE OF BEING EARNEST."

Oscar Wilde's comedy, "The Importance of Being Earnest," was given before a large audience at the Theatre Royal last night by the Warwick Comedy Company. The scintillating dialogue of the well-known play was thoroughly appreciated, although the terminology seems to have aged a bit with the passage of years. For instance, the "time approaches for her departure" when Lady Bracknell (Miss Lina Flowerdew) wants to go. Nearly everyone talks like that all through the evening and Lady Bracknell is the worst of any of them.

Mr. N. Thorpe-Mayne and Mr. Dudley Howarth in the two principal parts were both distinctly successful; their "Bun-burys" were as amusing as ever. Miss Marjory Clarke gave a clever performance as Cecily and Miss Joan Mayne made the Hon. Gwendolen Fairfax as probable as possible. Miss Dorothy Radford as Miss Prism, Mr. Tom Fenwick as the Reverend Canon and Mr. Frank Wheatley as the manservant deserve honourable mention. The whole Company worked well together and was on excellent terms with the audience throughout. There was an enthusiastic demonstration at the close.

To-night Bernard Shaw's play, "Pygmalion"—the one which contains a linguistic surprise—is sure to draw a large audience.

PYGMALION.

To-night the popular Warwick Comedy Company will present for the first time in China that delightful comedy by George Bernard Shaw, "Pygmalion." Many have read the play in book form and have laughed heartily at the eccentricities of Shaw, but reading a play is one thing and seeing it performed is another. Undoubtedly "Pygmalion" is a play that should "play" better than it reads.

Miss Gertrude P. Godart, than whom there is no more popular artist touring the East, is cast for the delightful part of "Eliza Doolittle," the Covent Garden flower-seller. She should be extraordinarily good in it, for it is a part that might have been written for her. Dudley Howarth is to play "Henry Higgins," the enthusiastic young professor who "takes his boots off all over the house," and we are to see Edgar Warwick himself in one of his rare appearances on the stage now-a-days in the part of "Alfred Doolittle," the dustman philosopher. Altogether, to-night's performance should be a memorable one. The bookings are heavy, and early application for seats should be made at Moutrie's this morning in order to avoid disappointment.

THE GIRL OF TO-DAY.

HER GREAT OPPORTUNITIES.

The Lord Chancellor, who distributed the prizes at the Sydenham High School (Girls') Public Day School Trust, on December 12th, gave a most delightful address to the children. His Lordship first offered to present a history prize for next year. (Cheers.) "You live," he proceeded, "in a period, which for good or bad—I am not saying it is for good or for bad—the delightful sex with which it has pleased Almighty God to make you members is claiming privileges and positions for itself which for hundreds of years have been solely held by men. Any of you young ladies may choose to clap a wig on your head—if you have passed the necessary examinations, and paid the necessary fees—and come and argue before me in the House of Lords, and very glad indeed I shall be to see you. (Laughter.) All the professions, or almost all the professions are open to you. It would be unwise for any one of you to sit before yourselves the immediate ambition of becoming an Archbishop of Canterbury, but it is certainly true that the smallest child in this room may very easily become Lord Chancellor. (Laughter.) That may be worth bearing in mind. No man, woman, or intelligent child really knows what is going to happen to them in this new world. All the fathers listening to me bear me out when I say that the anxiety of making a provision that satisfies us for any one of our children is a grave and growing one, always present in the minds of most of us. (Heer, hear.) In these circumstances, every sensible girl ought to make the very most of the opportunities provided by a really good and scientific school like this. Whatever your special subject is take a great deal of trouble with it. While I recommend you to be serious, I do not recommend you to be too serious. "If the world is full of sadness," the Lord Chancellor concluded, "that is not the slightest reason why your life should not be full of gladness." (Cheers.)

Penny fares were re-introduced in the London Buses and trams on December 1st after twelve months during which period 3d. was the minimum fare.

DEMOCRACY'S FUTURE.

ATTITUDE OF UNIVERSITIES.

A conference of the University Labour Federation at the London School of Economics on December 31st discussed some recent movements and tendencies in connection with Labour and higher education.

Mr. R. H. Tawney, in his presidential address, said that it was just over nine months since the federation formally came into existence, and since that time the clubs constituting it had grown from four to seven, through the adhesion of Liverpool, Glasgow, and Cardiff. Some small indication of the spread of the ideas for which they stood was given by the facts that at Aberdeen the rectorship was contested by a Labour candidate, and that the treasurer of the federation was elected president of the union at Oxford, where the university authorities had been good enough to surround the Oxford Labour Club with a halo of gratuitous advertisement. The club owed them a considerable debt of gratitude. Some organisations had achieved greatness, but they had had to thrust upon them by the lightning; being turned upon them. The movement was not merely a ripple on the surface of party politics. They held that unless a man on leaving the university understood what the main claims of Labour were, and what the kind of changes for which it stood would involve, he could not regard himself as genuinely educated.

A resolution was passed urging the support of the principle of equal educational opportunity of income or social position, the abolition of fees at secondary schools, and the reduction of the costs of university education.

Mr. Frank Hodges said it was the aspiration of the working class to get into power. It had occurred to him at times that the Labour movement in Great Britain would come into power not through education at all. What its existence would be in the absence of education was rather problematic. There will be a mental reaction, Mr. Hodges went on—"a general intense antagonism against the order of things as they exist now, and you may have Labour majority returned to the House of Commons. I am not saying it is imminent, but it is on some such reaction that the movement will get into power, and it is that moment that we want to contemplate. What will be the position of the universities? Will they be fashioned or changed to meet the requirements of an entirely different state of people from those who use them now? Now they are practically exclusively used by people who have the financial means. We have to envisage a time when that class of person will be excluded, so far as the mere ground of financial means is concerned, in favour of people of talent and with the ability to comply with the ordinary democratic tests laid down by the Labour Government, and in consequence of that an enormous change must take place. You will find that such institutions will depend very largely, if not entirely, upon State finance. The very first thing a Labour Government would have to do would be at once to see to the democratisation of education from the elementary schools up to the universities.

Mr. M. L. Ureweitz moved a resolution appealing to university students and teachers to make every effort to spread a knowledge of the Labour movement and its aims among past and present members of universities, and in particular to establish close contact between the universities and the Labour movement by means of the university Labour clubs and parties. He said they were all familiar with the Red and White Terrors; and how, apparently, there was a terror at Labour tendencies in universities which would be called the Blue Terror. The "sending down" of two Oxford men illustrated the shivering apprehension of the authorities.

Mr. K. Lindsay seconded.
Principal F. B. Jevons, master of Hatfield College, and Pro-Vice-Chancellor of Durham University, supported the resolution. He said that only to the younger men of the universities could Labour turn with hope, and only on the footing of brotherhood and equality could the workers and those more thoroughly taught co-operate. It had always to be remembered that universities were not the only schools, and its men not the only ones who were learned.

The resolution was carried.

CHARGES AGAINST U.S. ARMY OFFICERS.

ALLEGED ILLEGAL EXECUTIONS IN FRANCE.

Charges that American soldiers were hanged without trial in France, that officers murdered men in cold blood, and that the heads of the War Department were aware of the alleged illegal executions and deliberately falsified its records to prevent them from becoming known, were made on December 20th by witnesses supporting Senator Watson, of Georgia, who made such charges in the Senate recently.

One ex-soldier testified that he had seen 12 men hanged in one camp. Another described how he had seen two comrades shot down by a battalion commander, one of the men being a runner, who refused to show the contents of a message which was addressed to another officer. A third witness alleged that he saw two men lynched by other officers and men, one for an attack on a French woman and another for his revelation of brutalities alleged to have been practised in a certain military prison.

A former sergeant said that he was sent to the front line without a gas mask for having sworn at his commanding officer.

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PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT,
ISABEL RAMSAY.]

PARIS, December 28th.
Never has black velvet been so popular, and never have designers thought out so many ways by means of which women can be at the same time both fashionable and economical. The very latest idea is the transparent sleeve. This was already catching on a month or so ago when fashion decreed that the sleeveless gown could no longer be worn by elegantes in the day-time, and since then it has developed to such an extent that a dress now is hardly anything more than an excuse for draping more or less fantastic veils across one's arms.

Just at present, a notion that is as much seen as black itself, as popular as the "chemise" frock, and as ubiquitous as the giraffe, is the black straight velvet frock with transparent coloured sleeves. The idea is so easy to carry out, whether by the big designer or the stay-at-home girl who makes her own clothes, that it is not to be wondered at that one sees it on all occasions. You simply take a straight length of velvet, drape it into your figure, add a giraffe of steel or cut jet, and long, bell-shaped sleeves in some coloured Georgette or nylon. The beauty of the idea is that, by adding clips to the inside of the armholes and the ends of the sleeves, you can choose and appear sleeves as often as you wish to wear an entirely new dress.

For some reason or other, *bleu de roi* is more popular than any other colour for treatment in this way, next in favour coming violine and jade. At a musical *matinee* given recently by Felia Litvinne, the great Russian artist, where the "craze" of the Parisian social and artistic world was represented, at least half of the gowns worn were of this type, and, strange to say, although they all followed the one general idea, each had a distinct individual note of its own. One woman had added a giraffe of beaten silver, and embroidered her violine nylon sleeves with a black worked in silver thread. A blonde Russian girl had added a giraffe of jade ornaments and jade Georgette sleeves to her foundation dress of black velvet. A matron, with silver-grey hair, had increased the attractiveness of this by making it harmonize with grey stockings, a grey plaited suede and grey Georgette sleeves. A beautiful Spanish girl struck a brilliant note of colour by donning a scarlet velvet "chemise" frock with floating sleeves of scarlet Georgette. Madame Litvinne herself wore an elegant *robe d'intérieur*, showing an overdress of beaten metal mounted on a flesh pink satin and Georgette, with side drapings and flowing angel sleeves in Georgette.

For days that are not cold enough for the wearing of velvet to be practicable, the same idea of the transparent sleeve may be used in conjunction with satin, crepe de Chine, crepe Marocain or some other light material, although the contrast of the heavy texture of the velvet, on the one hand, and the fineness of the Georgette or nylon, on the other, constitutes one of the chief charms of a toilette of this kind.

Although the transparent sleeve is so much in vogue, the lace sleeve is hardly seen at all. It had its day a few weeks back, but was soon ousted in favour of the sleeve in Georgette or nylon. Also, the host of fantastic sleeves that were a mass of slits or ends or ribbons, on which designers spent their pent-up imagination after so many seasons of sleeveless dresses, have come and gone like a summer's day, and what has remained and is likely to remain till the end of the season is the rather wide open sleeve, which is somewhat wider at the wrist than the elbow. If the sleeve is in filmy material, this is the standard type and it is rare to see transparent sleeves cut in any other way, but for dresses in a heavy material a band is sometimes added that catches the sleeve into the wrist and fastens on the side so as to double up the hand into a fancy loop or two. Another variation that one sees a good deal is the wide sleeve slit on the inside from the wrist to the elbow. For most of the Winter gowns now being worn in Paris, severe degrees below freezing point, the finish *per excellence* for a sleeve is a band of fur, of astrakhan, of monkey, or of lamb's wool. Jet and galalith also play their part, but it is a minor one compared to that of fur.

A novel trimming, producing the most beautiful effect, was one I saw recently on a creation of Jean Patou's. This designer had taken a black velvet "chemise" dinner gown, drawn all the draping to the left side, and added a giraffe composed of squares of cut brilliants mounted on gilt silver and linked together; the original line and note of simplicity were completed by the addition of a couple of the links holding together on the shoulder the points of the plain sleeveless bodice.

I saw another model, where a chain effect had been used very cleverly, at Rodiere's. The model in question was a handsome evening coat in black zennana (the new kind of quilted silk), lined with old gold satin; a heavy gilt chain finished with black silk cord tassels and a black fox fur collar completed a most lovely model.

This designer is favouring silver lamé and velvet a great deal for his evening models. A dinner dress I saw showed a black straight-cut velvet skirt and a close-fitting caquin bodice, finished on a low waist-line with silver cords and ends, and on the shoulders with straps and a band of velvet which, drooping over, formed the sleeves. Another evening model of this show type showed a black net skirt entirely covered with heavy jet beads and tassels, and so cut at the ends that the heaviness of the beads made each strand roll into itself and hang like a beaded cord; a black pink-fordie hanging back and front over an under-bodice of jet-embroidered net, and small net puff sleeves, finished with a band of beaded net, constituted the corsage.

A beautiful dance frock for a young girl was in satin in a shade of green borrowed from the linden trees. The French are so fond of a plain skirt was draped a top skirt of silver lamé, with long ends lined with linden tree-green tulle, and a band of silver in the skirt.

(Continued to page 2 of next column)



Luxuriant Hair Promoted By Cuticura

Cuticura kills dandruff, stops itching, the cause of dry, thin and falling hair. Treatment: Gently rub Cuticura Ointment with the end of the finger, on spots of dandruff and itching. Follow next morning with a hot shampoo of Cuticura Soap. Repeat in two weeks. Nothing better than these fragrant, superlative conditioners for all hair and scalp troubles. See in Patent 24, 028, 24, 029, 24, 030, 24, 031, 24, 032, 24, 033, 24, 034, 24, 035, 24, 036, 24, 037, 24, 038, 24, 039, 24, 040, 24, 041, 24, 042, 24, 043, 24, 044, 24, 045, 24, 046, 24, 047, 24, 048, 24, 049, 24, 050, 24, 051, 24, 052, 24, 053, 24, 054, 24, 055, 24, 056, 24, 057, 24, 058, 24, 059, 24, 060, 24, 061, 24, 062, 24, 063, 24, 064, 24, 065, 24, 066, 24, 067, 24, 068, 24, 069, 24, 070, 24, 071, 24, 072, 24, 073, 24, 074, 24, 075, 24, 076, 24, 077, 24, 078, 24, 079, 24, 080, 24, 081, 24, 082, 24, 083, 24, 084, 24, 085, 24, 086, 24, 087, 24, 088, 24, 089, 24, 090, 24, 091, 24, 092, 24, 093, 24, 094, 24, 095, 24, 096, 24, 097, 24, 098, 24, 099, 24, 100, 24, 101, 24, 102, 24, 103, 24, 104, 24, 105, 24, 106, 24, 107, 24, 108, 24, 109, 24, 110, 24, 111, 24, 112, 24, 113, 24, 114, 24, 115, 24, 116, 24, 117, 24, 118, 24, 119, 24, 120, 24, 121, 24, 122, 24, 123, 24, 124, 24, 125, 24, 126, 24, 127, 24, 128, 24, 129, 24, 130, 24, 131, 24, 132, 24, 133, 24, 134, 24, 135, 24, 136, 24, 137, 24, 138, 24, 139, 24, 140, 24, 141, 24, 142, 24, 143, 24, 144, 24, 145, 24, 146, 24, 147, 24, 148, 24, 149, 24, 150, 24, 151, 24, 152, 24, 153, 24, 154, 24, 155, 24, 156, 24, 157, 24, 158, 24, 159, 24, 160, 24, 161, 24, 162, 24, 163, 24, 164, 24, 165, 24, 166, 24, 167, 24, 168, 24, 169, 24, 170, 24, 171, 24, 172, 24, 173, 24, 174, 24, 175, 24, 176, 24, 177, 24, 178, 24, 179, 24, 180, 24, 181, 24, 182, 24, 183, 24, 184, 24, 185, 24, 186, 24, 187, 24, 188, 24, 189, 24, 190, 24, 191, 24, 192, 24, 193, 24, 194, 24, 195, 24, 196, 24, 197, 24, 198, 24, 199, 24, 200, 24, 201, 24, 202, 24, 203, 24, 204, 24, 205, 24, 206, 24, 207, 24, 208, 24, 209, 24, 210, 24, 211, 24, 212, 24, 213, 24, 214, 24, 215, 24, 216, 24, 217, 24, 218, 24, 219, 24, 220, 24, 221, 24, 222, 24, 223, 24, 224, 24, 225, 24, 226, 24, 227, 24, 228, 24, 229, 24, 230, 24, 231, 24, 232, 24, 233, 24, 234, 24, 235, 24, 236, 24, 237, 24, 238, 24, 239, 24, 240, 24, 241, 24, 242, 24, 243, 24, 244, 24, 245, 24, 246, 24, 247, 24, 248, 24, 249, 24, 250, 24, 251, 24, 252, 24, 253, 24, 254, 24, 255, 24, 256, 24, 257, 24, 258, 24, 259, 24, 260, 24, 261, 24, 262, 24, 263, 24, 264, 24, 265, 24, 266, 24,

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SCOTTISH LETTER.

COAL EXPORT REVIVAL.
THE SHIPBUILDING DEPRESSION.
THE WAGES PROBLEM.
(FROM OUR OWN CORRESPONDENT.)

EDINBURGH, December 14th.

The past month has witnessed a remarkable revival of the coal export trade in the North. The rush of orders from abroad is unprecedented. It is usual at this time of the year for a slight improvement to be felt in the export business, due to the colder weather, but the orders booked within the last few weeks are greater in bulk than any contracted for since the beginning of the coal crisis in April. A large number of steamers are lying waiting for cargoes in the Forth. Their destinations are mainly Baltic, French, and Italian ports. For a time during the coal crisis the Americans cornered the Baltic market, but quality has again told in our favour. The Americans are now almost out of the trade, thanks to the reduction in British coal prices and the superior heating power of our fuel. This demand for coal from abroad is taken in coal exporting circles as a definite sign of the re-quest of the export trade, and is regarded as permanent, provided prices remain reasonable. In the latter connection it has to be remembered that the output is still 60 million tons below that of 1913, and with this limited supply it only requires a slight revival of the home engineering trades to increase the demand and stiffen the market.

Another aspect of the trade outlook is the continued depression in the shipbuilding industry. It remains as acute as ever. Many of the shipyards on the Clyde are closed, or are advising their staffs to find other employment. It is true that, following on the recent reduction in shipyard wages and the withdrawal of bonuses, a number of inquiries have been received from shipowners. But the consensus of opinion seems to be that further substantial reductions in working costs, as well as in material, will have to be made before any new orders are forthcoming for the Clyde. Just recently an order for two boats was placed on the Continent at a price 20 per cent. below the lowest tender submitted from this country. It is estimated that shipyard wages are still about 35s. a week above those ruling in pre-war days. On the whole circumstances, it is highly improbable that shipowners will scrap existing vessels and build new ones until the total costs are brought more into line with what they were before the war.

MR. GEORGE BARNES.

Mr. George Barnes' intimation of his intention to retire at the end of the present Parliament created not a little surprise in his constituency, the Gorbals Division of Glasgow. His motives are purely personal. He hankers for a rest after a rather strenuous career. Nevertheless there will be genuine regret in Parliament over the disappearance of a man who has won his confidence as a safe and sure politician, who only intervened in debate when he had weighty arguments to contribute. His speeches, it is known, influenced votes, and his selection by Mr. Lloyd George as the second of the Address this week is a good evidence of the strength of his position as a House of Commons man. As a member of the War Cabinet in 1917, and later as Minister without Portfolio, Mr. Barnes exhibited all the high qualities necessary for successful statescraft, and performed solid work for the nation. Though he has not seen eye to eye with the Labour Party in recent years, he remains essentially a man of the people, and often as he has acted as the candid friend of his old associates, his loyalty to the true cause of Labour has never been questioned. At Westminster the uppermost feeling is that no personal consideration short of failure of health—happily there is no suggestion of that—could justify his retirement from politics at the present time.

LATE MEDICAL OFFICER OF SINGAPORE.

The death is announced of William Robert Colvin Middleton, M.A., M.D., C.M., D.P.R., late Medical Officer of Singapore, for 27 years, son the late Rev. William Middleton, of Karachi, aged 58. The death took place at 81, Dorset Road, Bexhill, on December 5th.

SCOTTISH NAVAL BASE.

For some time past there have been rumours that the usefulness of Rosyth as a naval base was under consideration, and that it was not in great favour with the authorities. It now appears, however, that if the Atlantic Fleet is to be kept in a state of efficiency in time of peace, it must spend a portion of the year off the East Coast of Scotland. The reason is that the targets and apparatuses required for gun practice are off that coast, and must remain there for financial—and other reasons.

MARGOT ELECTRICIANS.

Mr. Asquith had a merry meeting with his constituents at Paisley, and were it not that Mrs. Asquith is very modest, she might claim a fair share of the merit. Donning a pair of large horn-rimmed goggles, she sat many capers, and acted as chairman, speaker, and audience. On entering she turned her back on the audience and waved her hand to the platform party, then swinging to either side she repeated the greeting to the balconies, and finished up by giving an effusive flourish to the area. Soon she was on her feet again, singing lustily the old chorus, "For he's a jolly good fellow"—said fellow being her husband! Before the evening closed Margot took part in the heckling, but was promptly told by a sturdy elector that "that was none of her business!" Small wonder one of the elderly women weavers exclaimed, "That wumman fair mak's me gasp!"

LORD HALSBURY AND THE SCOTS CHURCHES.

Lord Halsbury's death awakens memories of the famous Scottish Church Union controversy. To his influence is generally ascribed the House of Lords' decision allocating the funds of the old

Free Church to the minority—the Wee Frees. In the first case, it will be remembered, Lord Shand died with a decision in favour of the majority—the United Free Church—but it was unsigned. When the case was heard again, with Lord Halsbury in Lord Shand's place, the verdict went to the Wee Frees. It was a great case, with Lord Halsbury speaking for weeks on the Confession of Faith.

The decision aroused so much public feeling in Scotland that Parliament was forced to appoint a Commission to allocate the funds of the Churches proportionately to their numbers. This was a big reversal of fortune for the Wee Frees from Lord Halsbury's allocation to them of the whole funds, churches, endowments, and even the Foreign Missions.

For a period, while the decision of the Lords still held, Lord Halsbury was the idol of the Highlands, and blessed in every glen. And for a number of years after his decision, he was anathema to every United Free Churchman in Scotland.

AMATEURS AND WIRELESS.

Since the Edinburgh and District Radio Society was founded a couple of years ago by Mr. W. O. B. Winkler, an ex-officer of the Royal Air Force, it has made good progress, and has now 50 members. Each member has a wireless set of his own, under license from the Postmaster-General. Mr. Winkler, with his set in an attic room of his house, keeps in touch with the world over a wide area.

That is Paris with its flute-like notes," says Mr. Winkler to his visitor after he has fitted him with the necessary head-piece. Sure enough the dots and dashes come in a rich singing tone. Another touch of the liner, and Mr. Winkler remarks, casually, "That's Berlin," he is "some" sender. Berlin certainly can't send the operator goes at great speed. Bordenaux next, then Rome, and after a while a peculiar continuous note comes kicking along. That is from America. Mr. Winkler regularly hears press messages from Moscow in English at a certain hour each night. He hears the S.O.S. from ships in distress. He has even picked up messages from Panama.

Mr. Harry Lauder's Argyllshire estate of Glenbranter has been bought by the Scottish Forestry Commission. Glenbranter was purchased by Sir Harry as an estate for his son, and a mansion-house was being built when that son met his death in action in France.

A writer in the current number of "The Shipbuilder" recalls the terror and consternation among the people of the West of Scotland when Henry Bell's steamship the Comet started running in 1819. One Scottish Minister wrote to a brother divine of the great hurt occasioned to the "Christian conscience of the people of Argyll, the Isles, and even Inverness."

Commissioner David C. Lamb, of the Salvation Army, differs from Sir Robert Horn when he opines that the Scot has taken control of much of the Empire because the Englishman is of too easy a turn of mind. "The patient plod of the Scot is a valuable asset to the Empire," says the Commissioner, who is himself a Scot, "but his mentality is slow, and the Calvinistic strain in him tends to make him satisfied with conditions which the Englishman will not tolerate"; and he therefore "takes off his hat to the kicking Englishman."

It is noted as a coincidence that the 7th December, when the treaty between Britain and the Irish Free State was signed, was the fourteen hundredth anniversary of the birth of St. Columba, the Apostle to the Scots, who came from Ireland.

KIND PROVIDENCE.

Elaborate interior decorations of ships is not a new thing, as is evident from the following story, which has not hitherto appeared in print. "An old cabinetmaker on the Clyde used to tell of the first order given him when he started in business some sixty years ago. Some fine work had to be done on the saloon of a vessel, of a kind entirely new to him, and he candidly confessed that it was not completed in the substantial style that it ought to have been. 'There was as much putty as wud about it, an' I wis gey fient that before the boat cam' back frae her first voyage something wud happen to let them see the way the work wis done, and I wudna get paid for't. But, thank the Lord, she never cam' back: she was lost! the Bay o' Biscay!'

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TRINGLO via SWATOW & SHANGHAI, "KINGSING" ... Wed. 8th Feb. 10 A.M.
HAIPOH via HOIHOW "TAKSANG" ... Wed. 8th Feb. 10 A.M.
BANGKOK "HOPSANG" ... Wed. 8th Feb. 10 A.M.
SANDAKAN "MAUSANG" ... Wed. 8th Feb. Noon.
STRAITS & CALCUTTA "POOKSANG" ... Wed. 8th Feb. 3 P.M.
MANILA "YUENSANG" ... Wed. 8th Feb. 3 P.M.
YOKOHAMA & Kobe "KWAISANG" ... Wed. 8th Feb. 5 P.M.
CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPOH LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BOHNE LINE—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers a.s. "HINSANG" and a.s. "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chafon.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

a.s. "POOKSANG" will be despatched on or about
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Leaves Hongkong Discharges
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23rd Feb. LONDON, ROTTERDAM, ANTWERP & HAMBURG.
23rd Feb. GENOA, Marseilles, London & HAMBURG.

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S.S. "CAI ARCONA" 15,000 ... On or about 7th Feb.
S.S. "AZAY LE RIDEAU" 15,000 ... On or about 22nd Feb.

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"SICILIA"	5,400	14th Mar.	Singapore, Colombo & Bombay
"KHIVA"	5,400	15th Mar.	Marseilles, London & Antwerp
"DEVANHA"	5,400	29th Mar.	do
"NOVABA"	5,400	12th Apr.	do
"KALYAN"	5,400	26th Apr.	do
"PLASSY"	5,400	10th May	do
"SICILIA"	5,400	13th May	Singapore, Colombo & Bombay
"DONGOLA"	5,400	24th May	Marseilles, London & Antwerp
"KHIVER"	5,400	7th June	do
"SOUDAN"	5,400	19th June	Singapore, Colombo & Bombay
"KASHGAR"	5,400	21st June	Marseilles, London & Antwerp
"KALYAN"	5,400	5th July	do

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SS	Ton	From Hoyship	Destination
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"KASHGAR"	5,400	25th Feb.	(with transshipment at Penang and Calcutta)

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SS	Ton	From Hoyship	Destination
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BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORES.S. "MALAYA MARU" Wednesday, 8th Feb.
SAIGON MARU (calling at Singapore and Rangoon) Monday, 13th Feb.S.S. "INDUS MARU" Tuesday, 21st Feb.
DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly
PASSENGER SERVICES.S. "KISHU MARU" Sunday, 5th Feb.
CALCUTTA—Fortnightly service via Singapore, Penang & Rangoon.S.S. "SHINRYU MARU" Tuesday, 7th Feb.
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HAMBURG MARUJAPAN PORTS—Hokkaido & Yokohama via Shanghai
S.S. "ALASKA MARU" Sunday, 26th Feb.KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation
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wharf near the Harbor OfficeS.S. "TAJO MARU" Monday, 6th Feb.
TAKAO via SWATOW & AMOY Thursday, 8th Feb.
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HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer	Days & Mails	From Hoyship	Destination
"TAIYUAN"	14th Jan.	About 8th Feb.	About 8th Feb.
"CHANGSHA"	About 8th Feb.	About 15th Feb.	About 15th Feb.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply
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SAILINGS SUBJECT TO ALTERATION

For	Steamer	To	From
SWATOW & SINGAPORE	"KINGYUAN"	On 7th Feb.	To Sui
SHANGHAI	"SINGAN"	On 7th Feb.	
SAIGON	"KUEICHOW"	On 7th Feb.	
AMOY, CEBU & ILOILO	"TAMING"	On 7th Feb.	
PAKHOI & HAIPHONG	"KAIFONG"	On 7th Feb.	

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VIA SHANGHAI, THE ILAND SEA, JAPAN &
HONOLULU.

Steamer	Ton	From Hoyship	Destination
TENYO MARU	22,000	11th Feb.	Feb. 11th
KOREA MARU	22,000	24th Feb.	Feb. 24th
SHINYO MARU	22,000	11th Mar.	Mar. 11th
PERIA MARU	22,000	24th Mar.	Mar. 24th
TAIYO MARU	22,000	11th Apr.	Apr. 11th
SIBERIA MARU	22,000	24th Apr.	Apr. 24th

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VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA
CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

Steamer	Ton	From Hoyship	Destination
GINYO MARU	15,000	11th Feb.	Feb. 11th
ANYO MARU	15,000	24th Feb.	Feb. 24th
SEIYO MARU	15,000	11th Mar.	Mar. 11th

For full information regarding passenger, freight and sailings, apply to—

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FOR SAN FRANCISCO via SHANGHAI, KOBE ETC.

SS	Ton	From Hoyship	Destination
GOLDEN STATE	15,000	11th Feb.	Feb. 11th
EMPIRE STATE	15,000	24th Feb.	Feb. 24th
HOOSIER STATE	15,000	11th Mar.	Mar. 11th

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S.S. "CHERIBON MARU" sailing on or about 5th Mar.For MOJI, KOBE and YOKOHAMA:
S.S. "CHERIBON MARU" sailing on or about 4th Feb.
S.S. "MACASSAR MARU" sailing on or about 21st Feb.For further particulars please apply to—
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2nd Floor, Princes Building.

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freight steamers

For	Steamer	To	From
BOSTON	"S.S. CELTIC PRINCE"	via Sui	Feb. 11th
NEW YORK	"S.S. CELTIC PRINCE"	via Sui	Feb. 11th

For full particulars apply to—
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